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**Valente**

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(54) **DISCONNECTING DRIVELINE COMPONENT**

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See application file for complete search history.

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**F16H 48/34** (2012.01)

(52) **U.S. Cl.**

CPC ..... **B60K 23/0808** (2013.01); **B60K 17/35** (2013.01); **B60K 2023/0833** (2013.01); **B60K 2023/0858** (2013.01); **F16H 48/08** (2013.01); **F16H 48/22** (2013.01); **F16H 48/34** (2013.01)

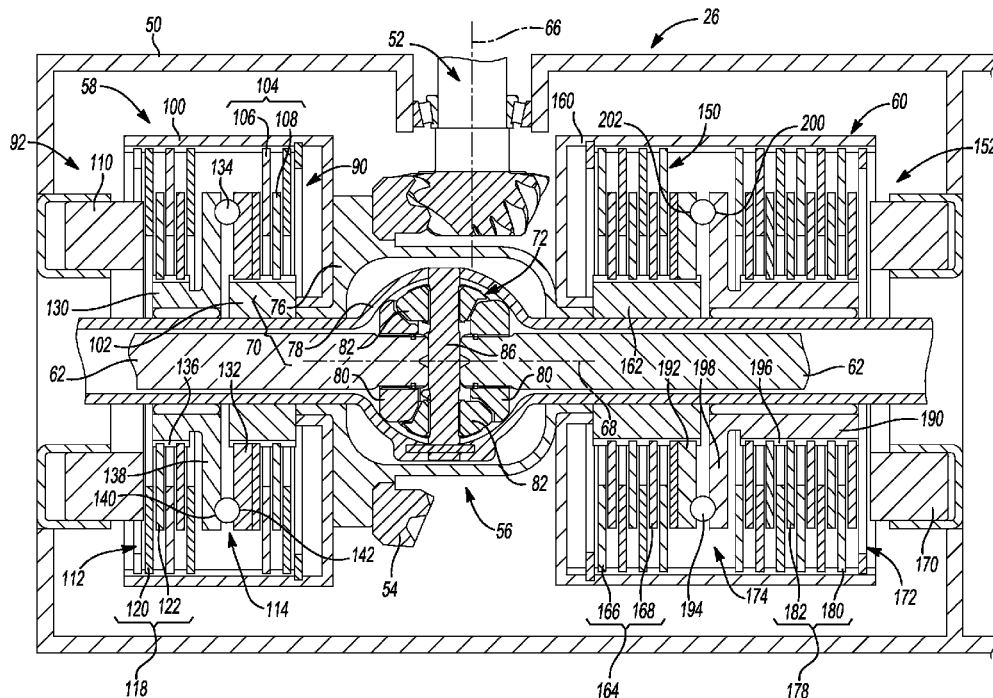
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(57) **ABSTRACT**

A driveline component that includes an input member, a differential case, a differential gearset housed in the differential case, a first clutch and a second clutch. The first clutch is configured to selectively transmit rotary power between the input member and the differential case. The second clutch is configured to selectively transmit rotary power between the input member and the differential case. The first clutch has a first engagement time and that is less than a second engagement time of the second clutch.

**20 Claims, 3 Drawing Sheets**



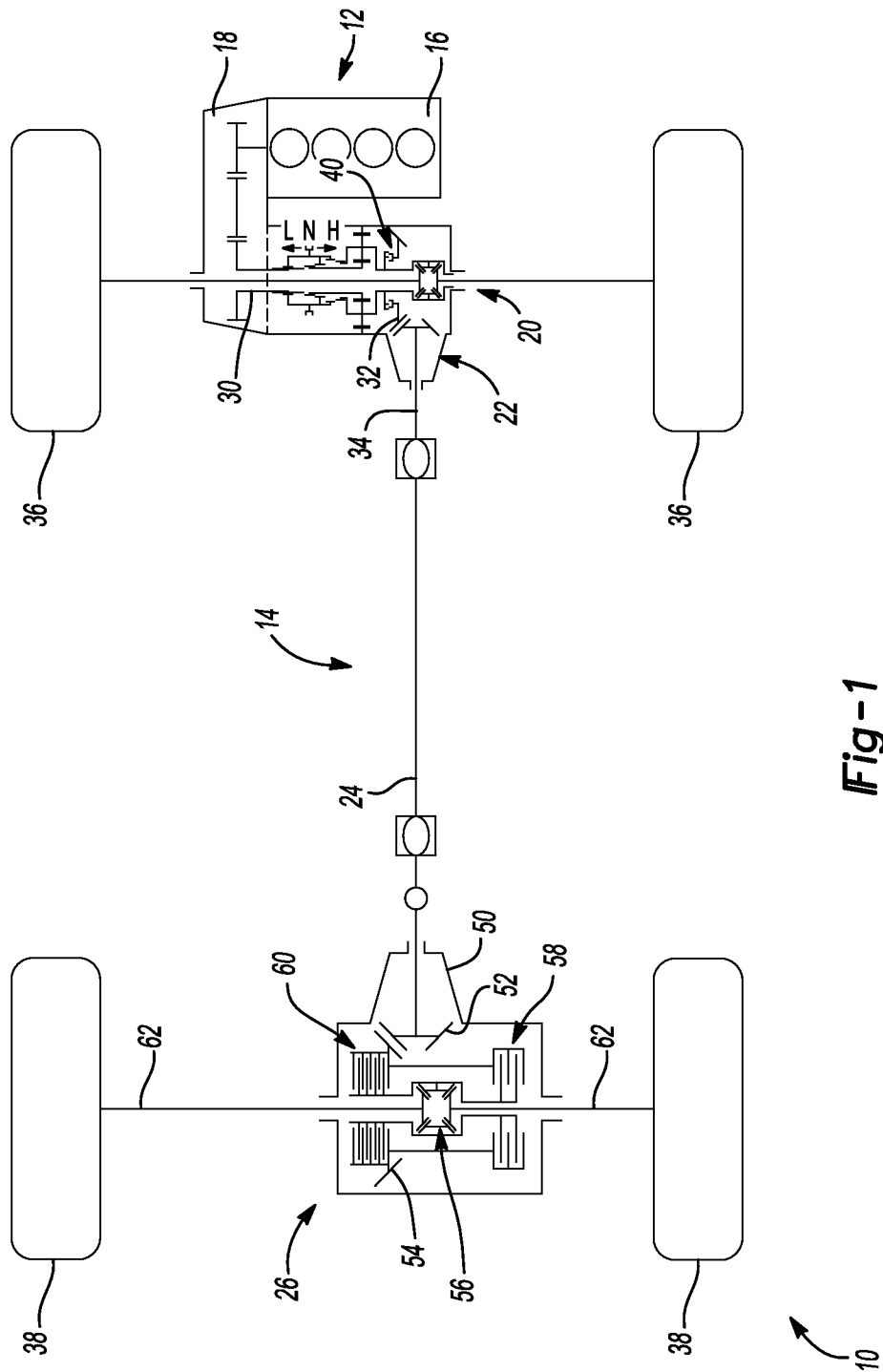
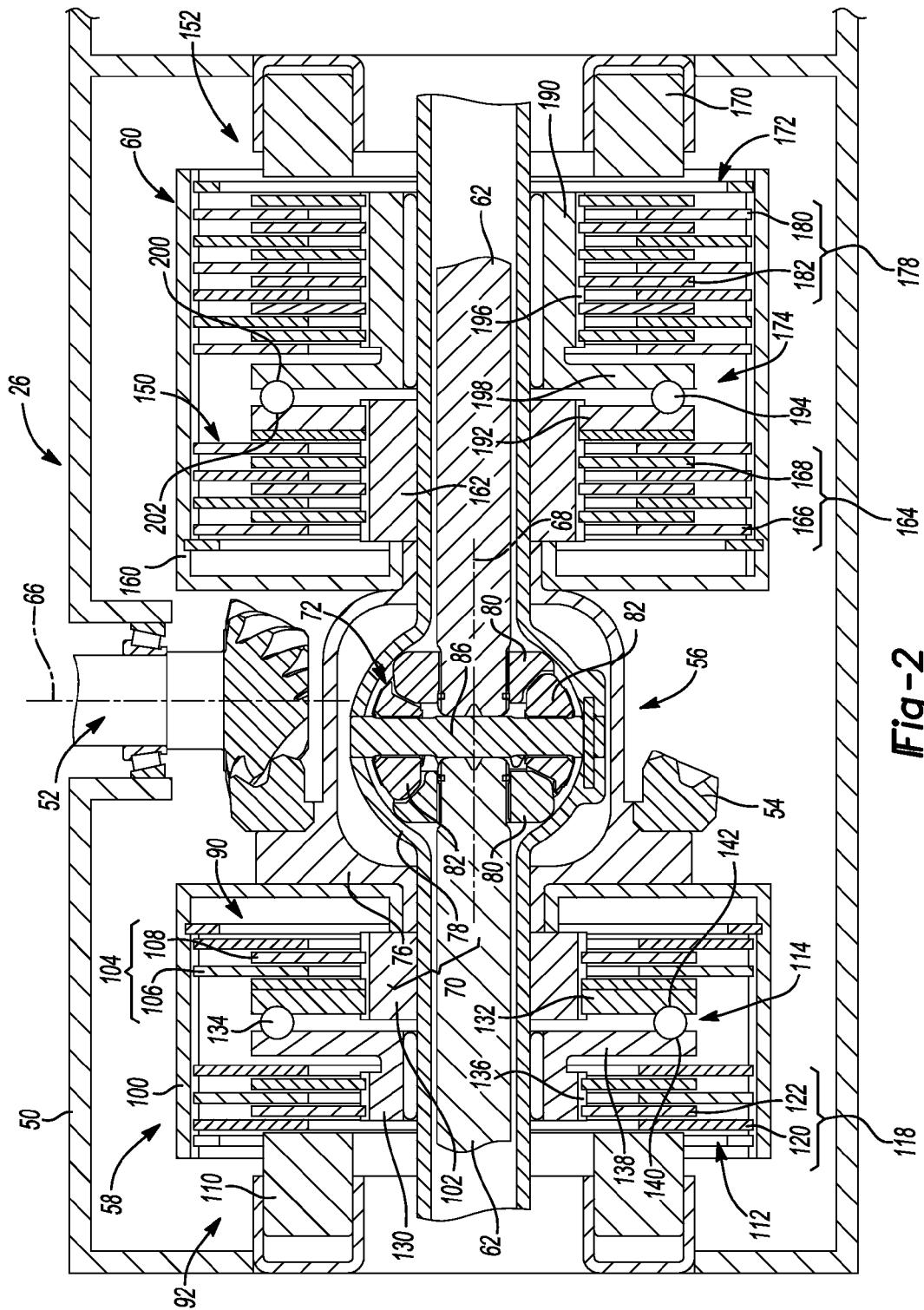
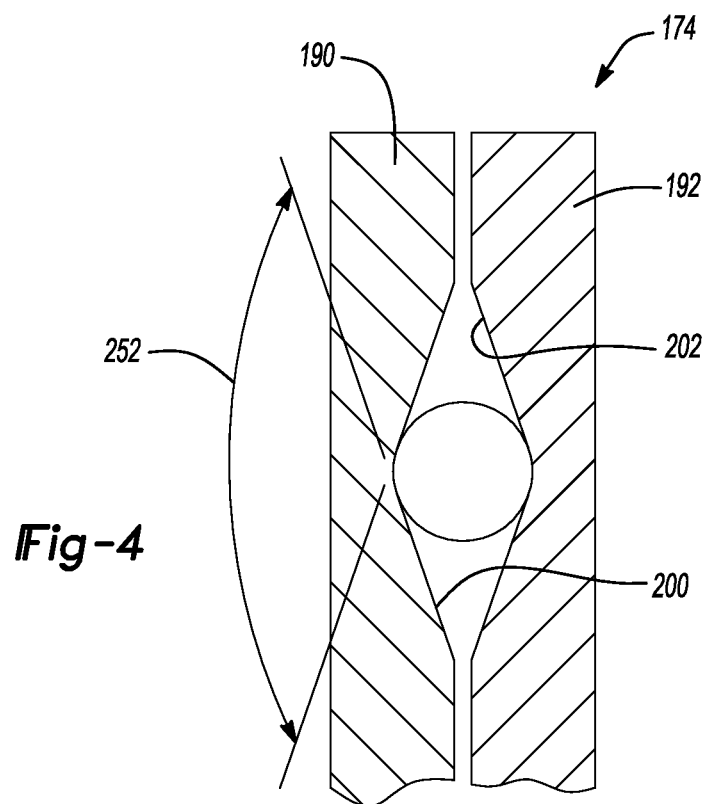
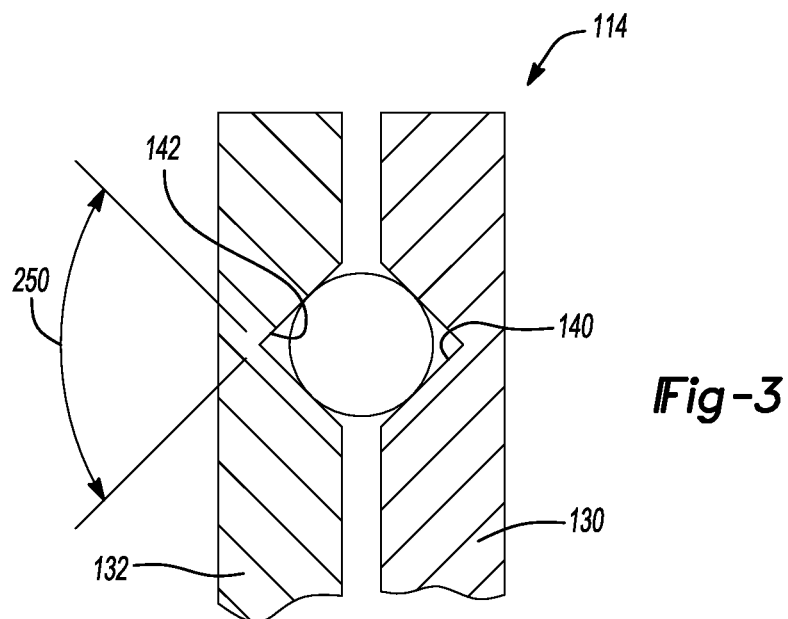


Fig-1





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**DISCONNECTING DRIVELINE COMPONENT****FIELD**

The present disclosure relates to a disconnecting driveline component.

**BACKGROUND**

This section provides background information related to the present disclosure which is not necessarily prior art.

Disconnecting all-wheel drive vehicles are known in the art from various issued patents, such as U.S. Pat. No. 8,042,642 issued Oct. 25, 2011. Such disconnecting all-wheel drive vehicles employ a first disconnecting element in the front or primary driveline and a second disconnecting element in the rear or secondary driveline. It can be important in some instances that one or both of the first and second disconnecting elements exhibit a relatively low drag torque when not engaged (i.e., when not being used to actively transmit rotary power). If one or both of the first and second disconnecting elements includes a multi-plate clutch pack, low drag is typically at least partially achieved by moving the clutch plates a sufficiently far distance from one another. In this regard, if the clutch plates are not separated by a sufficient distance, the disconnecting element can have a drag torque that can rival the drag torque of the (other) driveline components that are to be “disconnected”.

As the disconnecting drivelines must typically be capable of transmitting relatively high torque, the clutch packs employed in such devices generally include a relatively high number of clutch plates. Due to the need for a relatively high normal force to transmit high torque through such clutch packs, one common approach is to employ a hydraulically-powered actuator, which is fed hydraulic fluid via a high pressure pump, for applying the normal force. In order to sufficiently space or separate a large quantity of clutch plates, the actuator that applies the normal force to the clutch pack must have a relatively long travel. Due to the magnitude of the normal force and the relatively long length of travel, such friction clutches have a relatively long engagement time (i.e., a length of time between the point in time at which the friction clutch begins to engage and the point in time at which the friction clutch is fully engaged).

In view of the above remarks, an improved driveline component that is capable of being disconnected is needed in the art.

**SUMMARY**

This section provides a general summary of the disclosure, and is not a comprehensive disclosure of its full scope or all of its features.

In one form, the present teachings provide a driveline component that includes an input member, a differential case, a differential gearset housed in the differential case, a first clutch and a second clutch. The differential gearset has a pair of differential output members. The first clutch is configured to selectively transmit rotary power between the input member and the differential case. The second clutch is configured to selectively transmit rotary power between the input member and the differential case. The first clutch has a first engagement time and the second clutch has a second engagement time that is greater than the first engagement time.

In a further form, the present teachings provide a driveline component that includes an input member, a differential case, a differential gearset housed in the differential case, a first

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clutch and a second clutch. The differential gearset has a pair of differential output members. The first clutch is configured to selectively transmit rotary power between the input member and the differential case. The second clutch is configured to selectively transmit rotary power between the input member and the differential case. When the differential output members are rotated at a first rate and the input member is rotated at or below a second rate, the first clutch has a first drag torque that is greater than a second drag torque of the second clutch.

In still another form, the present teachings provide a method that includes: providing a driveline component with an input member, a differential case, a differential gearset housed in the differential case, a first clutch and a second clutch; operating the driveline component in a disconnected mode in which rotary power is not transmitted between the input member and the differential case; engaging the first clutch to transmit rotary power between the input member and the differential case, the first clutch providing a first torque path between the input member and the differential case and having a first torque capacity; and engaging the second clutch to provide a second torque path between the input member and the differential case, the second clutch having a second torque capacity. The second clutch is fully engaged at a time after the first clutch is engaged. The second torque capacity is greater than the first torque capacity.

Further areas of applicability will become apparent from the description provided herein. The description and specific examples in this summary are intended for purposes of illustration only and are not intended to limit the scope of the present disclosure.

**DRAWINGS**

The drawings described herein are for illustrative purposes only of selected embodiments and not all possible implementations, and are not intended to limit the scope of the present disclosure.

FIG. 1 is a schematic of a motor vehicle having an all-wheel drive system with a disconnecting driveline component constructed in accordance with the teachings of the present disclosure;

FIG. 2 is a longitudinal section view of a portion of the disconnecting driveline component of FIG. 1;

FIG. 3 is a side elevation view of a portion of the disconnecting driveline component of FIG. 1, illustrating a portion of a first clutch in more detail; and

FIG. 4 is a side elevation view of another portion of the disconnecting driveline component of FIG. 1, illustrating a portion of a second clutch in more detail.

Corresponding reference numerals indicate corresponding parts throughout the several views of the drawings.

**DETAILED DESCRIPTION**

Example embodiments will now be described more fully with reference to the accompanying drawings.

With reference to FIG. 1 of the drawings, an exemplary vehicle having a power transmitting component constructed in accordance with the teachings of the present disclosure is generally indicated by reference numeral 10. The vehicle 10 can have a power train 12 and a drive line or drive train 14. The power train 12 can be conventionally constructed and can comprise a power source 16 and a transmission 18. The power source 16 can be configured to provide propulsive power and can comprise an internal combustion engine and/or an electric motor, for example. The transmission 18 can receive

propulsive power from the power source **16** and can output power to the drive train **14**. The transmission **18** can have a plurality of automatically or manually-selected gear ratios. The drive train **14** in the particular example provided is of an all-wheel drive configuration, but those of skill in the art will appreciate that the teachings of the present disclosure are applicable to other drive train configurations, including four-wheel drive configurations, rear-wheel drive configurations, and front-wheel drive configurations.

The drive train **14** can include a front axle assembly **20**, a power take-off unit (PTU) **22**, a prop shaft **24** and a disconnecting driveline component **26**. In the particular example provided, the disconnecting driveline component is a rear axle assembly, but it will be appreciated that the teachings of the present disclosure have application to other driveline components. An output of the transmission **18** can be coupled to an input of the front axle assembly **20** to drive an input member **30** of the front axle assembly **20**. The front axle assembly **20** and the PTU **22** are described in more detail in commonly-assigned U.S. application Ser. No. 13/785,425, the disclosure of which is incorporated by reference as if fully set forth in detail herein. Briefly, the PTU **22** can have a PTU input member **32**, which can receive rotary power from the input member **30** of the front axle assembly **20**, and a PTU output member **34** that can transmit rotary power to the prop shaft **24**. The prop shaft **24** can couple the PTU output member **34** to the rear axle assembly **26** such that rotary power output by the PTU **22** is received by the rear axle assembly **26**. The front axle assembly **20** and the rear axle assembly **26** could be driven on a full-time basis to drive front and rear vehicle wheels **36** and **38**, respectively. The drive train **14** can include one or more clutches to interrupt the transmission of rotary power through a part of the drive train **14**. In the example provided, the drive train **14** include a first clutch **40**, which can be configured to interrupt the transmission of rotary power into or through the PTU **22**, and a plurality of clutches are incorporated into the rear axle assembly **26** as will be discussed in more detail below.

With reference to FIG. 2, the rear axle assembly **26** can include a housing **50**, an input pinion **52**, a ring gear **54**, a differential assembly **56**, a first clutch mechanism **58**, a second clutch mechanism **60**, and a pair of axle shafts **62**. The input pinion **52** can be conventionally housed in the housing **50** for rotation about an input pinion axis **66**. The input pinion **52** can be coupled to the prop shaft **24** (FIG. 1) for rotation therewith. The ring gear **54** can be mounted in the housing **50** for rotation about a differential axis **68** that can be transverse, e.g., perpendicular, to the input pinion axis **66**. The ring gear **54** can be meshingly engaged with the input pinion **52**. The differential assembly **56** can be any means known in the art for transmitting rotary power in a torque path between the ring gear **54** and the axle shafts **62**. In the particular example provided, the differential assembly **56** includes a differential case **70** and a differential gearset **72**. The differential case **70** can comprise a first case member **76**, which can be fixedly coupled to the ring gear **54**, and a second case member **78**. In the particular example provided, the first case member **76** is mounted concentrically about the second case member **78**. The differential gearset **72** can be mounted to the second case member **78** of the differential case **70** in a manner that permits rotary power to be transmitted therebetween. For example, the differential gearset **72** can comprise a pair of side gears **80** and a plurality of differential pinions **82** that are meshingly engaged with the side gears **80**. In the example provided, the side gears **80**, which are rotatably mounted on a cross-pin **86** that is fixedly coupled to the second case member **78**, and the differential pinions **82** are bevel gears, with each of the dif-

ferential pinions **82** being meshingly engaged with both of the side gears **80**. It will be appreciated, however, that other types of differential gearsets could be employed (e.g., helical gearsets in which pairs of the differential pinions have helical teeth that are meshed together and each one of the pair of differential pinions is meshed with the helical teeth of a corresponding one of the side gears). Each of the axle shafts **62** can be coupled to one of the side gears **80** for common rotation.

Each of the first and second clutch mechanisms **58** and **60** can be employed to selectively couple the first and second case members **76** and **78** to one another for common rotation. The first and second clutch mechanisms **58** and **60** can vary in one or more ways, such as in their drag torque (i.e., the amount of torque transmitted through the clutch when the clutch is in a fully/completely disengaged operational state and the input of the clutch is rotated relative to the output of the clutch in a predetermined rotational direction and at or below a predetermined rate), their torque capacity (i.e., the amount of torque that can be transmitted from the input of the clutch to the output of the clutch in a predetermined rotational direction and at a predetermined rotational speed) and/or their engagement time (i.e., the duration of time needed to change the operational state of the clutch from a completely disengaged state, in which the only torque transmitted by the clutch is its drag torque, to a fully engaged state that is capable of transmitting the full torque capacity of the clutch). For example, a) the first clutch mechanism **58** can have a drag torque that can be less than the drag torque of the second clutch mechanism **60**, and/or b) the first clutch mechanism **58** can have a first torque capacity that can be less than a second torque capacity of the second clutch mechanism **60**, and/or c) the first clutch mechanism **58** can have a first engagement time, the second clutch mechanism **60** can have a second engagement time, and the second engagement time can be greater than the first engagement time.

The first clutch mechanism **58** can comprise a first clutch **90** and a first clutch actuator **92**. The first clutch **90** can have a first input member **100**, a first output member **102**, and a first set of clutch plates **104** that can include a plurality of first plate members **106** and a plurality of second plate members **108**. The first input member **100** can be coupled to the first case member **76** for common rotation. The first output member **102** can be coupled to the second case member **78** for common rotation. The first plate members **106** can be axially slidably but non-rotatably mounted to the first input member **100**. The second plate members **108** can be interleaved with the first plate members **106** and can be axially slidably but non-rotatably mounted to the first output member **102**.

The first clutch actuator **92** can comprise a first ball-ramp actuator that can be constructed in a manner that is well known in the art. In brief, the first ball-ramp actuator can have a first electromagnet **110**, a first pilot clutch **112** and a first ball-ramp mechanism **114**. The first electromagnet **110** can be fixedly coupled to the housing **50** and can be selectively operated to create a magnetic field for operating the first pilot clutch **112**. The first pilot clutch **112** can include a first set of pilot clutch plates **118** having a plurality of first pilot plates **120** and a plurality of second pilot plates **122**. The first pilot plates **120** can be axially slidably but non-rotatably coupled to the first input member **100**. The second pilot plates **122** can be interleaved with the first pilot plates **120**. The first ball-ramp mechanism **114** can include a first ramp plate **130**, a second ramp plate **132** and a set of first balls **134**. The first ramp plate **130** can be an annular structure that includes a plurality of splines or longitudinally-extending teeth **136**, and a plate member **138** having a plurality of grooves **140** formed

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therein. The second pilot plates **122** can be axially slidably but non-rotatably coupled to the splines **136**. The second ramp plate **132** can be an annular structure that can be axially slidably but non-rotatably coupled to the first output member **102** and abutted against the first set of clutch plates **104**. The second ramp plate **132** can have a plurality of grooves **142** formed thereon. The first balls **134** can be received in the grooves **140** and **142** between the first and second ramp plates **130** and **132**.

The second clutch mechanism **60** can comprise a second clutch **150** and a second clutch actuator **152**. The second clutch **150** can have a second input member **160**, a second output member **162**, and a second set of clutch plates **164** that can include a plurality of third plate members **166** and a plurality of fourth plate members **168**. The second input member **160** can be coupled to the first case member **76** for common rotation. The second output member **162** can be coupled to the second case member **78** for common rotation. The third plate members **166** can be axially slidably but non-rotatably mounted to the second input member **160**. The fourth plate members **168** can be interleaved with the third plate members **166** and can be axially slidably but non-rotatably mounted to the second output member **162**.

The second clutch actuator **152** can comprise a ball-ramp actuator that can be constructed in a manner that is well known in the art. In brief, the ball-ramp actuator can have a second electromagnet **170**, a second pilot clutch **172** and a second ball-ramp mechanism **174**. The second electromagnet **170** can be fixedly coupled to the housing **50** and can be selectively operated to create a magnetic field for operating the second pilot clutch **172**. The second pilot clutch **172** can include a second set of pilot clutch plates **178** having a plurality of third pilot plates **180** and a plurality of fourth pilot plates **182**. The third pilot plates **180** can be axially slidably but non-rotatably coupled to the second input member **160**. The fourth pilot plates **182** can be interleaved with the third pilot plates **180**. The second ball-ramp mechanism **174** can include a third ramp plate **190**, a fourth ramp plate **192** and a set of second balls **194**. The third ramp plate **190** can be an annular structure that includes a plurality of splines or longitudinally-extending teeth **196**, and a plate member **198** having a plurality of grooves **200** formed therein. The fourth pilot plates **182** can be axially slidably but non-rotatably coupled to the splines **196**. The fourth ramp plate **192** can be an annular structure that can be axially slidably but non-rotatably coupled to the second output member **162** and abutted against the second set of clutch plates **164**. The fourth ramp plate **192** can have a plurality of grooves **202** formed thereon. The second balls **194** can be received in the grooves **200** and **202** between the third and fourth ramp plates **190** and **192**.

When rotary power is to be transmitted from the ring gear **54** to the second case member **78**, the first electromagnet **110** can be operated to generate a magnetic field that draws the first ramp plate **130** (which acts as an armature) axially toward the first electromagnet **110** such that the first ramp plate **130** applies a normal force to the first set of pilot clutch plates **118**, which permits rotary power to be transmitted between the first input member **100** and the first ramp plate **130** (via the first set of pilot clutch plates **118**). Rotation of the first ramp plate **130** relative to the second ramp plate **132** causes corresponding axial movement of the second ramp plate **132** away from the first ramp plate **130** that applies a normal force to the first set of clutch plates **104**, which permits rotary power to be transmitted between the first input member **100** and the first output member **102** (via the first set of clutch plates **104**).

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In the example provided, the grooves **140** and **142** in the first and second ramp plates **130** and **132** are formed with relatively aggressive ramp angles **250** (FIG. 3), whereas the grooves **200** and **202** in the third and fourth ramp plates **190** and **192** are formed with relatively long but shallower angles **252** (FIG. 4). Construction in this manner renders the engagement time of the first clutch mechanism **58** relatively smaller/shorter than the engagement time of the second clutch mechanism **60**, as well as to permits the second clutch actuator **152** to develop a relatively higher normal force than the first clutch actuator **92**. To take further advantage of the relatively higher normal force produced by the second clutch actuator **152**, the quantity of third plate members **166** is more numerous than the quantity of first plate members **106** so that the second clutch mechanism **60** has a larger torque capacity than the torque capacity the first clutch mechanism **58** (and consequently, the second clutch mechanism **60** has a higher drag torque than that of the first clutch mechanism **58**).

Accordingly, in situations where it is desirable to transmit more rotary power from the ring gear **54** to the second case member **78** than can be transmitted through the first clutch mechanism **58**, the second clutch mechanism **60** may be employed to provide a second, parallel torque path.

The second electromagnet **170** can be operated to generate a magnetic field that draws the third ramp plate **190** (which acts as an armature) axially toward the second electromagnet **170** such that the third ramp plate **190** applies a normal force to the second set of pilot clutch plates **178**, which permits rotary power to be transmitted between the second input member **160** and the third ramp plate **190** (via the second set of pilot clutch plates **178**). Rotation of the third ramp plate **190** relative to the fourth ramp plate **192** causes corresponding axial movement of the fourth ramp plate **192** away from the third ramp plate **190** that applies a normal force to the second set of clutch plates **164**, which permits rotary power to be transmitted between the second input member **160** and the second output member **162** (via the second set of clutch plates **164**).

The foregoing description of the embodiments has been provided for purposes of illustration and description. It is not intended to be exhaustive or to limit the disclosure. Individual elements or features of a particular embodiment are generally not limited to that particular embodiment, but, where applicable, are interchangeable and can be used in a selected embodiment, even if not specifically shown or described. The same may also be varied in many ways. Such variations are not to be regarded as a departure from the disclosure, and all such modifications are intended to be included within the scope of the disclosure.

What is claimed is:

1. A driveline component comprising:
  - an input member;
  - a differential case member configured for rotation relative to the input member;
  - a pair of differential outputs;
  - a differential gearset housed in the differential case member, the differential gearset being configured to receive rotary power from the differential case member and output differential rotary power to the differential outputs;
  - a first clutch operable for selectively transmitting rotary power directly between the input member and the differential case member through the first clutch; and
  - a second clutch operable for selectively transmitting rotary power directly between the input member and the differential case member through the second clutch;

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wherein the first clutch has a first engagement time and wherein the second clutch has a second engagement time that is greater than the first engagement time.

2. The driveline component of claim 1, wherein the first clutch has a first torque capacity that is less than a second torque capacity of the second clutch.

3. The driveline component of claim 1, wherein the first clutch comprises a ball-ramp actuator.

4. The driveline component of claim 3, wherein the ball ramp actuator includes an electromagnet coil that is selectively operable for generating a magnetic field for engaging the first clutch.

5. The driveline component of claim 1, wherein the second clutch comprises a plurality of first clutch plates interleaved with a plurality of second clutch plates.

6. The driveline component of claim 5, wherein the first clutch comprises a plurality of third clutch plates interleaved with a plurality of fourth clutch plates.

7. The driveline component of claim 6, wherein the first clutch plates are greater in number than the third clutch plates.

8. The driveline component of claim 1, wherein the input member has a first output portion and a second output portion, wherein the differential case member has a first input portion and a second input portion, wherein the first clutch is configured to selectively transmit rotary power between the first output portion and the first input portion along a first torque path, wherein the second clutch is configured to selectively transmit rotary power between the second output portion and the second input portion along a second torque path, wherein the first output portion and the first input portion are opposite end points of the first torque path, wherein the second output portion and the second input portion are opposite end points of the second torque path, wherein no portion of the first torque path overlaps a portion of the second torque path.

9. The driveline component of claim 8, wherein the first and second input portions are on opposite axial sides of the differential case member.

10. A driveline component comprising:

an input member;

a differential case member configured for rotation relative to the input member;

a differential gearset housed in the differential case member, the differential gearset having a pair of differential output members and being configured to receive rotary power from the differential case member and output differential rotary power to the differential output members;

a first clutch operable for selectively transmitting rotary power directly between the input member and the differential case member through the first clutch; and

a second clutch operable for selectively transmitting rotary power directly between the input member and the differential case member through the second clutch; and

wherein when the differential output members are rotated at a first rate and the input member is rotated at or below a second rate, the first clutch has a first drag torque that is greater than a second drag torque of the second clutch.

11. The driveline component of claim 10, wherein the first clutch has a first engagement time and wherein the second clutch has a second engagement time that is greater than the first engagement time.

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12. The driveline component of claim 10, wherein the first clutch has a first torque capacity that is less than a second torque capacity of the second clutch.

13. The driveline component of claim 10, wherein the first clutch comprises a ball-ramp actuator.

14. The driveline component of claim 13, wherein the ball ramp actuator includes an electromagnet coil that is selectively operable for generating a magnetic field for engaging the first clutch.

15. The driveline component of claim 10, wherein the second clutch comprises a plurality of first clutch plates interleaved with a plurality of second clutch plates.

16. The driveline component of claim 15, wherein the first clutch comprises a plurality of third clutch plates interleaved with a plurality of fourth clutch plates.

17. The driveline component of claim 16, wherein the first clutch plates are greater in number than the third clutch plates.

18. The driveline component of claim 10, wherein the input member has a first output portion and a second output portion, wherein the differential case member has a first input portion and a second input portion, wherein the first clutch is configured to selectively transmit rotary power between the first output portion and the first input portion along a first torque path, wherein the second clutch is configured to selectively transmit rotary power between the second output portion and the second input portion along a second torque path, wherein the first output portion and the first input portion are opposite end points of the first torque path, wherein the second output portion and the second input portion are opposite end points of the second torque path, wherein no portion of the first torque path overlaps a portion of the second torque path.

19. The driveline component of claim 18, wherein the first and second input portions are on opposite axial sides of the differential case member.

20. A method comprising:

providing a driveline component with an input member, a differential case member, a differential gearset housed in the differential case member, a first clutch and a second clutch, the differential gearset being configured to receive rotary power from the differential case member and output differential rotary power to a pair of differential outputs;

operating the driveline component in a disconnected mode in which rotary power is not transmitted between the input member and the differential case member;

engaging the first clutch to transmit rotary power between the input member and the differential case member, the first clutch providing a first torque path directly between the input member and the differential case member and having a first torque capacity; and

engaging the second clutch to provide a second torque path directly between the input member and the differential case member, the second clutch having a second torque capacity;

wherein the second clutch is fully engaged at a time after the first clutch is engaged and wherein the second torque capacity is greater than the first torque capacity.

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